

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office

OCT 26 1937

Date of writing Report 24/10/37 19

When handed in at Local Office 10

Port of Rotterdam

No. in Reg. Book. Survey held at Rotterdam

Date, First Survey and Last Survey 19/10/37 19

~~28635~~ on the Machinery of the Wood, Iron or Steel *Is "TAVRIS" ex "LEADENHALL"* (No. of Visits 1)

Tonnage Gross 619
Net 305

Vessel built at Blyth

By whom Blyth S.S. Co. Ltd.

When 1904-9

Nominal Horse Power 100 ~~83~~

Engines made at South Shields

By whom G. T. Grey

When 1904

No. of Main Boilers 1

Boilers, when made (Main) 1904

(Donkey)

No. of Donkey Boilers 1

Owners Bubbick & Co. Ltd.
Synodinos Bros.

Owners' Address (if not already recorded in Appendix to Register Book.)

Port London Pirene Voyage

Steam Pressure in Main Boilers 100 lb

If Surveyed Afloat or in Dry Dock Waalhaven

(State name of Dock.)

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

CHARACTER for Special Survey Date of last Survey and of Periodical Surveys.	Year and month when last examined.	Machinery and Boiler Surveys (including date of S.B., if any).
+ 100 A1		ALMC 5.35
Int. 5.37		BS 7.36
S.S. Com. 2nd No 3-6.24		CL 8.36
S.S. Port. No 3-5.26		
S.S. Wre. No 2-35		
Cargo battens not fitted		

Last Report No. 95523 Port Nw

Particulars of Examination and Repairs (if any) *Compt B.S.*

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the nature and extent of Examinations and subsequent Repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be briefly summarised at the end of the report. State also the dates and initials of any letters respecting this case.

Where damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose, and why they were declined

Was a damage report made by anyone else? If so, by whom?

Did the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? *No*

Did the Surveyor personally go inside each Donkey Boiler separately and make a thorough examination at this time? *Yes*

If this was not done, state for what reasons? *Boiler stated already examined in Nw/Tye.*

What parts of the Boilers could not be thus thoroughly examined?

What special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler?

What is the latest date of internal examination of each boiler? Present condition of funnel(s)

Did the Surveyor examine the Safety Valves of the Main Boiler? To what pressure were they afterwards adjusted under steam? *180 lb/sq"*

Did the Surveyor examine the Safety Valves of Donkey Boiler? To what pressure were they afterwards adjusted under steam?

Did the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? and of the Donkey Boilers?

Did the Surveyor examine the drain plugs of the Main Boilers? and of the Donkey Boiler?

Did the Surveyor examine all the mountings of the Main Boilers? and of the Donkey Boiler?

Has the screw shaft now been drawn and examined? Is it fitted with continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

Has the shaft now been changed? If so, state reasons

Has the shaft now fitted been previously used? Has it a continuous liner? Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated?

What is the date of examination of Screw Shaft? State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft

Engine parts, when referred to by numbers, should be counted from forward. Is electric light and/or power fitted? *Yes*

If the Survey is not complete, state what arrangements have been made for its completion and what remains to be done *Complete*

YOW DONE.

Safety valves of boiler adjusted under steam to the pressure stated above.

RETAIN

General Observations, Opinion, and Recommendation:— This vessel's machinery, as now (State clearly what alteration, if any, is suggested to be made in the existing classification of the vessel's machinery in the Register Book, consequent upon this survey, and also any alteration required to be made in the records of the vessel's machinery, boilers, working pressures, &c.; thus, for example, B.S. 9.11, B.&M.S. 9.11, L.M.C. 9.11, or L.M.C. 140 lb., F.D., &c.)
is, in my opinion, in efficient condition & eligible to remain as classed & have fresh record of B.S. 9-37 as previously recommended.

Fee (per Section 29) £ 12:50
Special Damage or Repair Fee (if any) £ : :
Travelling expenses (if chargeable) £ 1:50
Fees applied for 25/10/37
Received by me, 19
TUE. 16 NOV 1937

H. Knowles
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Engineer Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Assigned

Lloyd's Register Foundation
WS2S-0083

Insert Character of Ship and Machinery precisely as in the Register Book